

**IN THE CLAIMS:**

Please replace the claims as follows (the status in accordance with the changes being made on this Amendment being presented below):

1.-31. (Cancelled)

32. (New) An internal combustion engine, comprising:

a cylinder having a combustion chamber and a cylinder housing;

the cylinder housing having a cavity;

an induction passageway supplying at least one combustion component to the combustion chamber;

an exhaust passageway exhausting at least one combustion product from the combustion chamber;

a venting passageway extending from the combustion chamber for venting the at least one combustion component from the combustion chamber; and

a decompressor at least partially located within the venting passageway, the decompressor selectively opening and closing the venting passageway in response to a pressure in the combustion chamber;

the decompressor being received within the cavity of the cylinder housing; and

the decompressor including an expansible cavity operatively connected to the combustion chamber, the expansible cavity having an expanded position and a contracted position, the decompressor closing the venting passageway when the expansible cavity is in the expanded position, the decompressor opening the venting passageway when the expansible cavity is in the contracted position;

the decompressor further comprising a valve housing; and

a valve body moveably received within the valve housing, wherein the valve body has a first position corresponding to the contracted position of the expansible cavity such that the venting passageway is open and a second position corresponding to the expanded position of the expansible cavity such

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that the venting passageway is closed and wherein the valve body is slidably received within the valve housing; and

the decompressor being releasably secured within the cavity of the cylinder housing by a cap.

33. (New) The internal combustion engine of claim 32, wherein the expansible cavity is in fluid communication with the combustion chamber.

34. (New) The internal combustion engine of claim 32, wherein the valve body includes a passageway formed therein, the valve body passageway being in fluid communication with the expansible cavity.

35. (New) The internal combustion engine of claim 34, wherein the valve body passageway is also in fluid communication with the combustion chamber.

36. (New) The internal combustion engine of claim 34, further comprising a pressure sensitive closure providing a releasable closure between the expansible cavity and the valve body passageway.

37. (New) The internal combustion engine of claim 36, wherein the pressure sensitive closure is moveable between an open position and a closed position, and is biased in one of the open and the closed positions, and changes position in response to a pressure in the combustion chamber.

38. (New) The internal combustion engine of claim 36, wherein the pressure sensitive closure is biased by a spring in the closed position, the spring having a first end secured to the valve body and a second end secured the pressure sensitive closure.

39. (New) The internal combustion engine of claim 32, wherein the cavity of the cylinder housing forms a portion of the venting passageway.

40. (New) The internal combustion engine of claim 32, further comprising a spring biasing the valve body in the first position.

41. (New) The internal combustion engine of claim 40, wherein the expansion of the expansible cavity causes the valve body to move from the first position to the second position against the bias of the spring.

42. (New) The internal combustion engine of claim 32, further comprising a pressure sensitive closure providing a releasable closure between the expansible cavity and the venting

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43. (New) The internal combustion engine of claim 32, wherein the induction passageway is in fluid communication with the combustion chamber.

44. (New) The internal combustion engine of claim 32, wherein the venting passage is in fluid communication with the induction passageway.

45. (New) The internal combustion engine of claim 32, wherein the induction passageway is at least partially formed in the cylinder housing.

46. (New) An internal combustion engine, comprising:

    a cylinder having a combustion chamber and a cylinder housing;

    the cylinder housing having a cavity;

    an induction passageway supplying at least one combustion component to the combustion chamber;

    an exhaust passageway exhausting at least one combustion product from the combustion chamber;

    a venting passageway extending from the combustion chamber for venting the at least one combustion component from the combustion chamber; and

    a decompressor at least partially located within the venting passageway, the decompressor selectively opening and closing the venting passageway in response to a pressure in the combustion chamber;

    the decompressor being received within the cavity of the cylinder housing; and

    the decompressor including an expansible cavity operatively connected to the combustion chamber, the expansible cavity having an expanded position and a contracted position, the decompressor closing the venting passageway when the expansible cavity is in the expanded position, the decompressor opening the venting passageway when the expansible cavity is in the contracted position;

    the decompressor further comprising a valve housing; and

    a valve body moveably received within the valve housing, wherein the valve body has a first position corresponding to the contracted position of the expansible cavity such that the venting passageway is open and a second position corresponding to the expanded position of the expansible cavity such

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that the venting passageway is closed and wherein the valve body is slidably received within the valve housing; and

the decompressor being releasably secured within the cavity of the cylinder housing by a cap;

the expandible cavity being at least partially formed by the valve housing, the valve body and the cap.

47. (New) The internal combustion engine of claim 46, wherein the expandible cavity is in fluid communication with the combustion chamber.

48. (New) The internal combustion engine of claim 46, wherein the valve body includes a passageway formed therein, the valve body passageway being in fluid communication with the expandible cavity.

49. (New) The internal combustion engine of claim 48, wherein the valve body passageway is also in fluid communication with the combustion chamber.

50. (New) The internal combustion engine of claim 48, further comprising a pressure sensitive closure providing a releasable closure between the expandible cavity and the valve body passageway.

51. (New) The internal combustion engine of claim 50, wherein the pressure sensitive closure is moveable between an open position and a closed position, and is biased in one of the open and the closed positions, and changes position in response to a pressure in the combustion chamber.

52. (New) The internal combustion engine of claim 50, wherein the pressure sensitive closure is biased by a spring in the closed position, the spring having a first end secured to the valve body and a second end secured the pressure sensitive closure.

53. (New) The internal combustion engine of claim 46, wherein the cavity of the cylinder housing forms a portion of the venting passageway.

54. (New) The internal combustion engine of claim 46, further comprising a spring biasing the valve body in the first position.

55. (New) The internal combustion engine of claim 54, wherein the expansion of the expandible cavity causes the valve body to move from the first position to the second position against the bias of the spring.

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56. (New) The internal combustion engine of claim 46, further comprising a pressure sensitive closure providing a releasable closure between the expansible cavity and the venting passageway.
57. (New) The internal combustion engine of claim 46, wherein the induction passageway is in fluid communication with the combustion chamber.
58. (New) The internal combustion engine of claim 46, wherein the venting passage is in fluid communication with the induction passageway.
59. (New) The internal combustion engine of claim 46, wherein the induction passageway is at least partially formed in the cylinder housing.